San Francisco International Airport
Plans to Improve Operational Efficiency

Current Situation:

- San Francisco was the 4th most delayed airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- San Francisco's current scheduled traffic can be handled efficiently during good-weather conditions, but scheduled traffic exceeds adverse-weather capacity for more than 5 hours of the day.
- On average, 6 percent of flights are delayed significantly (more than 15 minutes) but in adverse weather this escalates to 17 percent.

  NOTE: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 18 percent over the next 10 years.
- (Source: The FAA 2000 Terminal Area Forecast. Demand is defined as the total number of operations).

Planned Improvements:

- Airport construction will reduce delays on the airport surface and may add to airside capacity.
  - The airport is currently engaged in planning and environmental review of a revised runway configuration, including a new runway proposal.
  - Terminal construction will reduce gate delays.
  - Additional taxiways and high-speed turnoffs will improve runway utilization and may thereby improve airside capacity.
- Procedure, airspace, and technology improvements are not expected to improve good-weather capacity but expected to improve adverse-weather capacity by 3 percent over the next 10 years.
  - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs, DPs and SOIA/PRM).

    NOTE: The final safety analyses and procedure development for PRM/SOIA at San Francisco is underway. Once initiated, the agency recognizes that the full capacity benefits of PRM will be realized only after a commitment by the domestic and foreign users to train and execute these approaches.
  - Improvements in airspace flow include dual CEDES arrival flow, and revised Modesto STAR for 28L.

- FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency (TMA).
- Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- All airlines should review their individual scheduling practices.